

Initial ACCRPG Recommendations

1. APAC States that have not yet filed the COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem, promptly file the CCRDs and if necessary contact ICAO APAC Office for assistance,
2. APAC States that have implemented COVID-19-related alleviation measures, carefully consider the need for continuing such alleviations and to update any changes to the status of alleviations via the USOAP CMA Online Framework.
3. All States should continue to prioritise the maintenance of safety and security oversight and management of aircraft operations irrespective of the level of aviation activity including protection against acts of unlawful interference and the handling of unruly passengers
4. To facilitate information sharing on the implementation by States of the *CART Take-off Guidance* document, all DGCA's communicate relevant information to ICAO using the ACCRPG's 'Take-off Guidance (CART) Implementation Response Checklist'.
5. Considering that only a small number of APAC States have established a National Air Transport Facilitation Committee (NATFC), all DGCA's consistent with ICAO Annex 9 establish an effective coordination mechanism for relevant agencies and industry partners within the State and utilize the passenger health locator form.
6. All APAC States develop and implement airline and airport measures to reduce the health risk of COVID-19. These measures should be developed by Government agencies and industry and cover key areas such as physical distancing, the use of personal protective equipment, surface cleaning and other hygiene measures. States should access best practice material already developed by APAC States and industry for this purpose.
7. All DGCA's nominate a focal point(s) responsible for inputting this information into the ICAO CRRIC and a focal point(s) responsible for communication and coordination of the work of the ACCRPG. These focal points may be the same person.
8. All DGCA's that still need assistance with the implementation of ICAO provisions in alignment with the CART measures and recommendations consider procuring the ICAO I-Packs to facilitate States. For more information, refer to the ICAO I-Pack website at: www.icao.int/ipack and/or contact ICAO at: ipack@icao.int.
9. For access to all relevant information related to the work of the ACCRPG sub-groups, including guidance material and examples of best practice, all DGCA's to refer to the dedicated ICAO ACCRPG sub-groups' website (www.icao.int/APAC/Pages/COVID-19.aspx).
10. To register attendance at upcoming ICAO Webinars, or access recordings of previous ICAO Webinars on COVID-19-related topics, including the CRRIC, Air Traffic Services Guidance for Operation and Economic Impact of COVID-19 on Civil Aviation and the Form of Measures to Alleviate the Financial Distress, all DGCA's visit the "ICAO TV" Webinar website at: www.icao.int/Meetings/webinar-series/Pages/ScheduleAndRegistration.aspx.
11. Under a whole-of-government approach to the resumption of international air traffic, and considering that due to COVID-19 most Air Navigation Service Providers (ANSPs) are operating at lower than pre-COVID-19 Air Traffic Management (ATM) capacity, States should ensure that any decisions on the timing and scale of resumption of international travel are fully coordinated, taking into account;

1. the current ATM capacity of their ANSP;
2. the ATM capacity necessary to accommodate the increased demand;
3. the time needed to increase capacity;
4. the need for coordinated planning among all affected States for resumption of international air traffic, whether between city pairs, within ‘travel bubbles’ or a more general reopening to all traffic; and
5. the *ICAO Asia/Pacific Regional Strategy for COVID-19-related ATM Contingency Recovery* - ICAO State Letter AP147/20 (ATM).

Additional ACCRPG Recommendations

12. **Air Navigation Services Planning to Support Post-COVID-19 Aviation Recovery:** Considering the dramatically different operating environment, States urgently review and update their National Air Navigation Plans (NANPs) in close coordination with Air Navigation Service Providers (ANSPs) and airspace users, to ensure that:
 - a) any new ANSP projects that entail cost to airspace users in terms of equipment, efficiency, mandates, etc. still have a positive cost-benefit to the air navigation system; and
 - b) current ANSP systems and procedures are reviewed to explore measures that can be taken to increase airspace user operating efficiencies (such as using 5NM horizontal surveillance-based separations within the applicable airspace); and
 - c) ANSPs are prepared in terms of capacity to manage increases in traffic from recovery policies or a change in the pandemic’s status.
13. APAC States utilise the CART Phase II, *High Level Cover Document (HLCD)*, including the three (3) additional CART recommendations (Nos. 12-14), and the second edition of the *Take-Off Guidance Document (TOGD)*, publicize and disseminate both documents and the associated ICAO Doc 10152, *Testing and Cross-border Risk Management Measures Manual*, to as wide an audience as possible and take into cognisance the associated challenges such as the efficient transport of vaccines by air.
14. To assist in the recovery and restart effort, APAC States consider availing themselves of the implementation support provided by the ICAO Implementation Packages (iPACKs) in the areas of: *Aviation Safety Risk Management; Air Transport Facilitation; Aerodrome Restart; and Public Health Corridor* (www.icao.int/secretariat/TechnicalCooperation/Pages/iPACK.aspx).
15. With respect to CART (Phase II) recommendation #12, APAC DGCAAs should:
 - a) plan ahead and prepare for return to “normal ops” with regarding to compliance with the ICAO provisions;
 - b) ensure that status of its CCRDs and associated alleviations are regularly updated in a timely manner to minimize unnecessary disruption to its operations;
 - c) continue with engaging its stakeholders accordingly with the updated status of its CCRDs and its alleviations such that aviation activities continue to be conducted in accordance with the existing regulatory requirements; and
 - d) continue to perform safety oversight activities of their certificate holders and foreign operators to ensure aviation activities are performed in accordance with existing requirements, consistent with the relevant CCRDs and associated alleviations.

16. With respect to the COVID-19 Response and Recovery Implementation Centre (CRRIC), APAC States should continue to engage the resources available in the CRRIC (e.g., the *Gap Analysis, Public Health Risk Mitigation Measures* and *Best Practices*) and report on States' progress on implementation of the CART recommendations (Phase I and II) and TOGD (2nd Edition).
